Secrt. II-28.

GOVERNMENT OF MADRAS.

P.W. (1946 , Department.

Endorsement

D.O.

Memorandum

Lodged

Memo: No. 5277-J-46-2.

Dated 17.12.1946.

Close 46 Refer 46

FURTHER PAPERS.

Department.	Number.	Series.	Date.

Secretariat of the Madras Legislature.
(Assembly Section.)
23/9/46.

Starred Question.

Sri A.B.Shetty, M.L.A.
Public Works Department.

Will the Hon'ble the Minister for Public Works be pleased to state:-

(a) whether the South Kanara District Board had sent up any proposals to the post-war Reconstruction Committee to extend the Railway line beyond Mangalore;

(b) whether the Madras Government ~~had~~ have sent up this proposal to the Railway Board; and

(c) whether the post-war railway extension plan includes any line to link South Kanara with Mysore and Bombay?

N.J.24/9.

Public Works Dept.

Secretariat of the Madras Legislature.
(Assembly Section)
23.9.46.

Starred Question.

Sri A.B. Shetty, M.L.A.

Public Works Department.

Draft Answer.

*Q.No.838. Will the Hon'ble the Minister for Agriculture be pleased to state --

(a) whether the South Kanara District Board had sent up any proposals to the Post-War Reconstruction Committee to extend the Railway line beyond Mangalore;

p45 of P.W. Sect file 1409 F/46 (not linked)

(a) The District Board sent up to Government in connection with post-war development of Railways, proposals (1) for a line from Mangalore to Udipi via Karkal and (2) for a line from Mangalore to Arisekere in (Mysore territory).

(b) whether the Madras Govt. have sent up this proposal to the Railway Board; and

(c) whether the post-war railway extension plan includes any line to link South Kanara with Mysore and Bombay?

(P.W. Sect file not linked)

(b) and (c) The proposals were not sent up to the Railway Board and at present the post-war railway extension plan does not include any line to link S. Kanara with Mysore and Bombay.

The Mangalore Udipi line via Karkal was not recommended as it would not serve the populous coastal belt. A line to serve the latter area was considered costly on account of the large number of bridges involved. A line from Mangalore eastwards to Hassan was also not recommended. A portion of it would also lie in Mysore territory and it was left to them to move in the matter. The question of pressing for the construction of the Mangalore-Malpe line along the coast and for extending it northwards to Goa, and for taking up the construction of the line from Manglaore to Hassan is however now under the consideration of Government.

19.10.46 19/10/46 21.10.46

To
The Secretary, Madras Legislature (Assembly Section) - Three Copies
" H.M. (Agri).
" Pub. (Ele) dept
[Spare Copies two for section]
[The above answer has been approved by H.M. (Agr)]

Despatched 24/10

P.W.D. U.O. No: 5277-J-46-1
22.X.46.

[illegible] No.6382([illegible]).

Sri A. B. [illegible], M.L.A.

Will the Hon'ble the Minister for Agriculture be pleased to state:-

(a) whether the South Canara District Board had sent up any pro[illegible] to the Post-War Reconstruction Committee to extend the Railway line to Mangalore;

(b) whether the Madras Government have sent up this proposal to Railway Board; and

(c) whether the post-war railway extension plan includes any [illegible] link South Canara with Mysore and Bombay?

...

Public Works Department.

ANSWER.

(a) The District Board sent up to Government in connection with [illegible] war development of Railways, proposals (1) for a line from Mangalore [illegible] Udipi via Karkal and (2) for a line from Mangalore to Arsikere in [illegible] territory).

(b) and (c). The proposals were not sent up to the Railway Board [illegible] at present the post-war railway extension plan does not include any line [illegible] link South Canara with Mysore and Bombay.

The Mangalore Udipi line via Karkal was not recommended as it [illegible] not serve the populous coastal belt. A line to serve the latter area [illegible] considered costly on account of the large number of bridges involved. [illegible] line from Mangalore eastwards to Hassan was also not recommended. A portion of it would also lie in Mysore territory and it was left to [illegible] to move in the matter. The question of pressing for the construction [illegible] the Mangalore-Malpe line along the coast and for extending it north[illegible] to Goa, and for taking up the construction of the line from Mangalore [illegible] Hassan is however now under the consideration of Government.

...

for Secretary to Government.

To the Secretary to Madras Legislature (5 copies).
To the Hon'ble Minister (Agriculture).
To the Public (Elections) Department.

The above answer has been approved by the Hon'ble Minister for Agriculture.

P.W.D. U.O. No.5277 J/46-1,
dated 22nd October, 1946.

5/[illegible]

5 OCT 1946
5277 I/ub
5.X.ub.

Madras Legis. I-3—2,006—18-5-38.

SECRETARIAT OF THE MADRAS LEGISLATURE,
Fort St. George
~~Chepauk~~, dated the 30th Sept. 1946.

QUESTION No. 838 for the next meeting of the Legislative Assembly ~~to be held on the~~ ~~193~~ .

Two copies of this question are forwarded to the Public Works Department.

The question has been admitted.

30/9/46

1/10

To

The Public Works Department.

O. 4750/46—1. M. 2.
1. 10. 46

Subject:-Railways - South Kanara District - Construction of railway lines - Assembly question No.838*.

A.S.

Please see the Legislative Assembly Question in the c.f. It is starred.

In connection with the question of Railway Developments in the Post-War Period, the Dt. Board of South Kanara, from whom proposals were called for, recommended two projects viz., (1) a line from Mangalore to Udipi (via) Karkal and (2) a line from Mangalore to Arsikere in Mysore territory. None of the lines was recommended to the Govt. of India by this Govt. in the following circumstances.

(1) Line from Mangalore northwards:-Two alignments had been considered previously and both dropped, and they were -

(a) Mangalore to Malpe along the coast and

(b) Mangalore-Karkal-Udipi (Malpe).

'(a)' would serve the populous coastal belt and Malpe but would be costly on account of the large number of bridges involved.

'(b)' would be cheaper but would not serve the coastal belt. ~~Was~~ A line from Mangalore to Coondapur via Karkal was also considered in the Secretariat but that would leave out Malpe and go direct to Coondapur from Karkal. The District Board recommended the line Mangalore-Karkal-~~Malpe~~ Udipi and the Collector supported it. The Government considered that for the reason at 'X' above the line from Mangalore to the north should not be recommended.

(2) Line from Mangalore Eastwards to Hassan:-This was recommended by both the Dt. Board and the Collector. A portion of this line would lie in Mysore territory and that Government would have to be consulted. It was held that the line would serve Mysore State more than this Province and that therefore it need not be pursued. Thus this was also omitted from this Govt's. recommendation to India, and none of the lines finds a place in the Ry. Bds. post-war program. The question of pressing for both the lines (1) (a) and (2) has been taken up separately and is being actively considered.

The answer to the question may therefore be:

(a) YES.

/contd

(b) & (c). NO.

The question is addressed to W&H (W) but the subject being one for H&LG the concerning file is to this letter.

14.10.46

AS₂ | S

Put up answer to (a) in a narrative form.

16.10.46

Revised draft noted.

18.10.46

19.10.46

AS

S

11.10.46

FM(Ag)

Issue

cin 22.10.46
R 22.10.46

Issued as Ho. No: 5277-J/46-1 (P.W.D). dt. 22-x-46.

Memo: No. 5277-J. 46-2 dt. 17.12.46.

P.W.D.

As the Assembly has been prorogued no action is necessary on the Assembly Question. The papers with this file may therefore be recorded in a memo.

17/12/46 17.12.46

17/12/46